



Arizona Department of Transportation

OVERVIEW:

Pinal County Corridors Definition Study

US 60 Corridor Definition Study

Williams Gateway Corridor Definition Study

The Maricopa Association of Governments (MAG), Central Arizona Association of Governments (CAAG), and Arizona Department of Transportation (ADOT) completed the **Southeast Maricopa / Northern Pinal County Area Transportation Study (SEMNPTS)** in September 2003. This study was initiated in March of 2002 to document the transportation relationships between Maricopa and Pinal Counties, examine long-range transportation needs, and identify realistic projects that address the area's needs. The information obtained from this effort was incorporated into the MAG 20-year Regional Transportation Plan, as well as the long-range planning processes of CAAG and Pinal County.

SEMNPTS identified four corridors: East Valley Corridor (I-10 to Florence Junction), Apache Junction/Coolidge Corridor (I-10 to US 60), US 60 Freeway Extension (Baseline to Ray Roads), and Williams Gateway Freeway (loop 202 to US 60). The study determined that development of these four corridors would improve mobility within the region for both Maricopa and Pinal Counties.

In support of SEMNPTS, the City of Coolidge adopted a resolution and requested that ADOT conduct studies on two corridors (Williams Gateway Freeway and Apache Junction/Coolidge Corridor). The CAAG Regional Council also adopted a resolution and requested that ADOT conduct transportation planning efforts on the four corridors identified under SEMNPTS. The passage of House Bill 2456 assigned ADOT, MAG, and CAAG the responsibility for carrying out definition studies on the four corridors. Because the corridors span two counties and two transportation planning entities, ADOT will manage the studies. Three studies will be conducted on the four corridors – the Williams Gateway Corridor Definition Study, the US 60 Corridor Definition Study, and the Pinal County Corridors Definition Study.

The purpose of all three studies is to make recommendations to the State Transportation Board as to the types of future facilities, the general location of the corridors, and the jurisdictional responsibility for the facilities. Although the SEMNPTS will serve as a resource to the three Corridor Definition Studies, the Studies will take a fresh approach to defining the corridors and facilities.

Description of Study Areas

Pinal County Corridors Definition Study

In September 2004 ADOT awarded the contract for the Pinal County Corridors Definition Study to Kimley-Horn & Associates. The study has two components, the **East Valley Corridor** and the **Apache Junction / Coolidge Corridor**.

The **East Valley Corridor** (I-10 to Florence Junction) could parallel or overlap Hunt Highway along the southern boundary of Maricopa County, and extend from I-10 to US 60 in Pinal County. This 31-mile corridor lies in the CAAG planning area, with 19 miles bordering the MAG planning area. The **Apache Junction / Coolidge Corridor** (I-10 to US 60) begins at I-10 south of Coolidge and could follow SR 87 north to US 60. A future north-south facility could be approximately 36 miles in length.

US 60 Corridor Definition Study

The current US 60 is a west-to-east freeway that becomes a four-lane divided highway east of the Mountain View Road exit. A new facility could run for approximately seven miles through what is presently State Land, parallel to and south of the current US 60. In September 2004 ADOT awarded the contract for the US 60 Corridor Definition Study to Lima & Associates.

Williams Gateway Corridor Definition Study

A Williams Gateway facility could potentially run west-to-east beginning at Loop 202 in Maricopa County, through the vicinity of the General Motors Proving Grounds and the Williams Gateway Airport, and terminating at US 60 in Pinal County. Such a facility would be approximately 15 miles in length. In September 2004 ADOT awarded the contract for the Williams Gateway Corridor Definition Study to Cambridge Systematics.

Study Process

The Studies will proceed as follows:

- Confirm the need for corridors.
- Develop corridor definition alternatives based on existing and future corridor conditions, and jurisdictional/stakeholder/public perspectives.
- Screen alternatives for:
 - Functional and traffic performance
 - Physical, engineering, environmental, and land use impacts
 - Perspectives of the public, stakeholders, and jurisdictions
 - Issues of jurisdictional responsibility
- Document feasible alternative corridor definitions.
- Present findings to the State Transportation Board in November 2005.

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Prepared by the Arizona Department of Transportation, Transportation Planning Division, November 2004.